

Established February, 1845.

PRICE \$2 PER MONTH

## Shipping

**Steamers.**

**OCEAN STEAMSHIP COMPANY.**

**FOR YOKOHAMA, KOBE AND NAGASAKI.**

The Co.'s Steamship *Edwards*,  
Captain DICKSON, will be  
despatched as above on  
**THURSDAY, the 10th Instant.**

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
*Agents.*

Hongkong, September 11, 1889. 1761

**OCEAN STEAMSHIP COMPANY.**

**FOR LONDON VIA SUEZ CANAL.**


The Co.'s Steamship  
*Neator*,  
Captain EDWARDS, will be  
despatched as above on  
**THURSDAY, the 19th Instant.**

Passengers for Enzora desiring to proceed  
Overland, can, on application to the Under-  
manager, have their Tickets endorsed for  
surrender at Algiers in exchange for Coupon


## Shipping

### Steamers.

DOUGLAS STEAMSHIP COMPANY  
LIMITED.  
—  
FOR SHANTON ALOU AND FANGSE

 The Co.'s Steamship  
*Hailong,*  
Captain GODDARD, will  
be despatched for the above  
Ports on **SUNDAY**, the 15th Instant,  
Daylight.  
For Freight or Passage, apply to  
**DOUGLAS LAFRAIK & Co.,**  
General Managers.

STEAM TO YOKOHAMA, VIA NAG  
SAKI AND KOBE.  
(Passing through the INLAND SEA.)

 The P. & O. S. N. Co.  
Steamship  
Khyra  
will leave for the above  
places on TUESDAY, 17th Inst., at Daylight.  
E. L. WOODEN,  
Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, September 10, 1882.

**STEAM TO LONDON (DIRECT),**  
*Calling at INTERMEDIATE PORTS.*  
 The P. & O. S. N. C.  
 Steamship  
*Shanghai*  
 will leave for the above  
 place on **TUESDAY, the 17th September**  
 at 4 p.m. This Vessel is disconnected from


modation for through Passengers (First  
Saloon only) at reduced rates. Electric  
Light, Deck Cabins. Surgeon carried,  
E. L. WOODIN,  
Superintendent

Hongkong, September 13, 1889. 11

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**INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.**

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**CALCUTTA.**  
The Co.'s Chart  
Steamship  
 *Moray*,  
Captain DUNCAN, will

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co**  
General Managers.

UNION LINE.  
FOR NEW YORK VIA SUEZ CANAL.  
The Steamship

 Captain BANNER, will  
despatched for the  
Port of or about the 18th Instant.  
For Freight or Passage, apply to  
RUSSELL & Co

Hongkong, September 12, 1889.

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FOR SINGAPORE, HAVRE A  
HAMBURG.

ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL and BREMEN.)


The Steamship  
*Hesperia*,

above Ports on THURSDAY, the  
Instant, at 10 a.m.  
For Freight or Passage, apply to  
STIEMSEN & Co

Hongkong, September 10. 1889.

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**STEAM TO SHANGHAI.**  
The P. & O. S. N.

 will leave for the a  
place about 24 hours after her arrival  
the outward English Mail.  
-E. L. WOODIN,

P. & O. S. N. Co.'s Office,  
Hongkong, September 18, 1889.

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**STEAM TO SHANGHAI.**

 Steamship  
Bombay  
will leave for the  
place about 24 hours after her arrival.  
E. L. WOODIN,

P. & O. S. N. Co.'s Office,  
Hongkong, September 13, 1899.

1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 26

1990-1991











GRADUITY.  
Heaven is not reached at a single bound;  
But we build the ladder by which we rise  
From the lowly earth to the vaulted skies;  
And we mount to its summit round by round.

I count this thing to be grandly true:  
That a noble deed is a step toward God,  
Lifting the soul from the common clod  
To a purer air and a broader view.

We rise by the things that are under foot;  
By what we have mastered of good, and gain  
By the pride disposed and the passion slain,  
And the vanquished ill that we hourly meet.

We hope, we aspire, we resolve, we trust,  
When the morning calls us to life and light.  
But our hearts grow weary, and ere the night,  
Our lives are trailing the sordid dust.

We hope, we resolve, we aspire, we pray,  
And we think that we mount the air on wings,  
Beyond the recall of sensual things,  
While our feet still cling to the heavy clay.

Wings for the angels, but feet for men;  
We may borrow the wings to find the way.  
We may hope, and resolve, and aspire,  
And pray, and our feet must rise, or we fall again.

Only in dreams is a ladder thrown  
From the weary earth to the supphire walls,  
But the dreams depart and the vision falls,  
And the sleeper wakes on his pillow of state.

Heaven is not reached at a single bound;  
But we build the ladder by which we rise  
From the lowly earth to the vaulted skies;  
And we mount to its summit round by round.

I count this thing to be grandly true:  
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ABOUT THE VOICE.  
BY MACKENZIE YOUNG, A WARNING  
AGAINST THE USE OF CIGARETTES.  
(Continued from page 1.)

There are some buildings which are so utterly bad from an acoustic point of view that even experienced speakers are little better off than voyagers. The House of Lords has, of course, an unenviable reputation in this respect. A story is told of the late Lord Lytton, that, after exhausting his voice in vain efforts to make his brother peers hear a motion which he wished to propose, he in despair wrote it down and asked the clerk at the table to read it out. That functionary, however, was quite unable to decipher the writing, and Lord Lytton complained that he was cut off from communication with his fellow-peers. Science has not always been successful in coping with the acoustic difficulty. In 1848 it was so difficult for speakers to make themselves heard in the French Chamber that a committee, consisting of the leading scientific luminaries of the day—such as Arago, Babinet, Dumas (the chemist not the author of 'The Three Musketeers'), Becquerel, Chevreul, the Comptons, Regnaud, and Duhame—was appointed to study the case and suggest a remedy. After numerous experiments they hit on a compromise, designed on the most scientific principles, which was to make the speaker's voice ring like a claxon to the farthest benches. The last state of the speaker, however, was worse than the first; he felt as if his voice was being used up in a huge night, and the high scientific sound reflector had to be discarded as a failure. Indeed, modern public buildings are so full of defective in this respect I am not surprised to find M. G. Garnier, who designed the Grand Opera in Paris, exclaiming dejectedly: 'The science of these

trivial acoustics is still in its infancy, and the result in any given case is uncertain.' So impressed is he with the shortcomings of modern architecture as regards the conveyance of sound that he frankly confesses that, in the construction of the Opera House, he had no guide, adopted no principle, based his design on no theory; he simply left the acoustic properties of the building to chance. The result has not been altogether satisfactory, though it has been no worse than in many other buildings where the architect did his best to make the acoustic conditions perfect. One of the most remarkable buildings from an acoustic point of view that I have ever seen is the Beehive-shaped Temple in Salt Lake City. It holds from 12,000 to 14,000 people, and one can literally hear a pin fall. When I was in the Temple with some travelers, in 1882, the French-martyr corresponding to the verger of ordinary churches stood at the farthest end and dropped a pin into his hat. The sound of its fall was most distinctly audible to all present. The acoustics of the Temple are such that the sound of the organ is also plainly heard across the whole breadth of the building. The Temple, designed by Brigham Young, who professed to have been directly inspired by the Almighty in the matter, as he knew nothing of acoustics. The resonance of the building is so loud that branches of trees have to be suspended from the ceiling in several places in order to diminish it. It is likely enough that Brigham Young's inspiration had a not very legitimate and purely terrestrial source, for his belief in a 'holy manifestation' of the whispering gale in St. Paul's. The bad acoustic properties of buildings may be remedied by what doctors call 'palliative treatment.' Charles Dickens' experience as a public reader made him a man of ready resource in need of such a remedy. On one occasion,

when he was going to lecture at Leeds, Mr. Edmund Yates, who had spoken in the same hall the evening before, sent him word that the acoustic conditions of the place were very bad. Dickens at once telegraphed instructions that certain should be hung behind the walls at the back of the gallery, by which means he was able to make himself heard. The speaker should take the greatest care of his voice, which is the instrument both of his use and of his fame; but, of course, it is not ways easy for him to do so. Still he should, if possible, make it a rule not to speak when his voice is hoarse or fatigued, and when he has a great oratorical effort to make, he should reserve himself for it. Tobacco, alcohol and fatty condiments of all kinds are best avoided by those who have to speak much, or, at least, they should be used in strict moderation. I feel bound to warn speakers add to the 'herb' mentioned against cigarettes. Like tipping, the habit of cigarette-smoking is, in itself, and the slight, but constant absorption of tobacco 'juice' and smoke makes the practice far more injurious in the long run than any other form of smoking. Our forefathers, who used regularly to end their evenings under the table, seem to have suffered little of the well-known effects of alcohol on the nerves, while the modern tripper, who is never intoxicated, in a long while, whose nervous system may be said to be in a state of chronic inflammation. In like manner, cigarette smokers (those, at least, who inhale the smoke and do not merely puff it from the lips) are, in the long run, no less affected by the habit than the chronic alcoholic. The old, at about the same time, of the poison may seem applicable here, but though the process may be slow there can be little doubt that it is so. Even if it does not kill the body, it often kills or greatly impairs the victim's working efficiency and usefulness in life. The local effects of cigarettes in the mouth may also be taken into account by those whose work lies in the direction of public speech. The white spots on the tongue and inside of the cheeks, known as 'smoker's patches,' are, as some doctors with special experience in the matter have pointed out, a prelude to cancer, and in this connection the condition of the mouth may not only make speaking troublesome, or even painful, but it is now proved to be a predisposing cause of cancer. All fiery or pungent foods, condiments, or drinks tend to cause congestion of the throat, and in this condition become a chronic may lead to impairment if not complete loss of voice.

At a Scotch funeral one of the mourners approached the minister and whispered to him: 'Dae ye ken what I saye think just when they're letting down the coffin? (The coffin was being lowered into the grave.)' 'Solemn thoughts, I suppose,' said the minister; 'of death and eternity, I have no doubt.' 'No,' said the other, 'I saye awfu' glad it's no me.'

HOW PILLS ARE MADE.  
The custom of taking medicine in the form of pills dates far back in history. The object is to enable us to swallow easily in a condensed form degradable and nutritious, but very useful, drugs. To what vast dimensions pill-taking has grown may be imagined when we say that in England alone about 2,000,000,000 (two thousand million) pills are consumed every year. In early days pills were made manually by hand, as the demand was comparatively small. To-day they are produced with infinitely greater rapidity by machines especially contrived for the purpose, and with greater accuracy, too, in the proportions of the various ingredients employed.

No form of medication can be better than a pill, provided only it is intelligently prepared. But right here occurs the difficulty. Every as it may seem to make a pill, or a million of them, there are really very few pills that can be honestly commended for popular use. Most of them either over-dose or over-kill the mark. A very few pills of some kind, it may be well to mention what a good, safe, and reliable pill should be. Now when one feels dull and sleepy, and has more or less pain in the head, stomach, and back, he may be sure his bowels are constipated, and his liver sluggish. To remedy this unhappy state of things there is nothing like a good cathartic pill. It will act like a charm by stimulating the liver into doing its duty, and ridding the digestive organs of the accumulated poisonous matter.

But the good pill does not gripe and pain us, neither does it make us sick and miserable for a few hours or a whole day. It acts on the entire glandular system at the same time, else the after-effects of the pill will be worse than the disease itself. The gripping caused by most pills is the result of irritating drugs which they contain. Such pills are harmful, and should never be used. They sometimes even produce hemorrhoids. Without having any particular desire to praise one pill above another, we may, nevertheless, name Mother Seigel's Pills, manufactured by the well-known house of J. D. White Limited, 95, Farringdon Road, London, and now sold by all chemists and medicine vendors, as the only one we know of, that actually possesses every desirable quality. They remove the pressure upon the brain, correct the liver, and cause the bowels to act with ease and regularity. They never gripe or produce the slightest sickness of the stomach, or any other unpleasant feeling or symptom. Neither do they induce further constipation, as nearly all other pills do. As a further and crowning merit, Mother Seigel's Pills are covered with a tasteless and harmless coating, which causes them to resemble pearls, thus rendering them as pleasant to the palate as they are effective in curing disease. If you have a severe cold and are threatened with influenza, with pains in the head, back, and limbs, one or two doses will break up the cold and prevent the fever. A coated tongue, with a brackish taste in the mouth, is caused by foul matter in the stomach. A dose of Seigel's Pills will effect a speedy cure. Often-times partially decayed food in the stomach and bowels produces sickness, nausea, &c. Cleanse the bowels with a dose of these pills, and good health will follow.

Unlike many kinds of pills, they do not make you feel worse before you are better. They are, without doubt, the best family playmate ever discovered. They remove all obstructions to the natural functions in either sex without any unpleasant effects.

MAILS.  
U. S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP COMPANY.  
THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF  
SACRAMENTO will be despatched for San  
Francisco, via Yokohama and Honolulu,  
on THURSDAY, the 19th September, at 1  
p.m., taking Passengers and Freight to  
Japan, the United States, and Europe.  
Through Bills of Lading issued for trans-  
action to Yokohama and other ports  
from, to San Francisco, to Atlantic and  
Inland Cities of the United States, via Over-  
land Railways, to Havana, Trinidad, and  
other ports, and to ports in Mexico, Central  
and South America, by the Company's and  
connecting Steamers.  
Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.  
First-class Fare granted as follows:—  
To San Francisco and return, \$225.00  
To San Francisco and return, \$225.00  
To Liverpool and return, \$325.00  
To London and return, \$325.00  
To other European ports at proportionate  
rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service,  
and the Imperial Chinese Customs, to be  
obtained on application.  
Passengers by this Line have the option  
of proceeding overland by the Southern  
Pacific and connecting Lines, Central Pacific  
and Northern Pacific or Canadian Pacific  
Railways.  
Passengers, who have paid full fare, re-  
siding at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from Yokohama  
and Japan to Europe.  
Freight will be received on board until  
4 p.m. the day previous to sailing. Parcel  
Packages will be received at the office until  
1 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
if same is required.  
Consular Invoices to accompany Cargo  
intended to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Office in Beale's Envelope,  
addressed to the Collector of Customs at San  
Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 50A, Queen's Road Central,  
O. D. HARMAN,  
Agent.  
Hongkong, August 15, 1889. 1679

NORDDEUTSCHER LLOYD.  
NOTICE.  
STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUZ, PORT SAID,  
BRINDISI, GENOA,  
ANTWERP, BREMEN & HAMBURG.  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS.  
ALSO.  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
BALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAMP PASSENGERS  
AND LUGGAGE.  
V.B.—Cargo can be taken on through Bill  
of Lading for the principal places in  
RUSSIA.

ON WEDNESDAY, the 25th day of  
September, 1889, at 4 p.m., the  
Company's Steamship BAYERN, Capt. J.  
Menzel, with MAILS, PASSENGERS,  
FREIGHT, and CARGO, will leave this port  
for above, calling at GENOA.  
Shipping Orders will be granted till  
10 a.m. Cargo will be received on board  
until 1 p.m. Specie and Parcels until 10  
a.m. on the 25th September. (Parcels are  
not to be sent on board; they must be left  
at the Agent's Office). Contents and  
Value of Packages are required.  
The Steamer has splendid Accommodation  
and carries a Doctor and Stewards.  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, August 31, 1889. 1692

Accidental & Oriental Steam-  
Ship Company.  
TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

THE Steamship ARABIA will be  
despatched for San Francisco, via  
Yokohama, on SATURDAY, the 28th  
Instant, at 1 p.m.  
Connection being made at Yokohama,  
with Steamers from Shanghai and Japan.  
All Parcel Packages should be marked to  
address in full, and same will be received  
at the Company's Office, until 5 p.m. the  
day previous to sailing.  
First-class Fare granted as follows:—  
To San Francisco and return, \$225.00  
To San Francisco and return, \$225.00  
To Liverpool and return, \$325.00  
To London and return, \$325.00  
To other European ports at proportionate  
rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service,  
and the Imperial Chinese Customs, to be  
obtained on application.  
Passengers by this Line have the option  
of proceeding overland by the Southern  
Pacific and connecting Lines, Central Pacific  
and Northern Pacific or Canadian Pacific  
Railways.  
Passengers, who have paid full fare, re-  
siding at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from Yokohama  
and Japan to Europe.  
Consular Invoices to accompany Cargo  
intended to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Office, addressed to the Collec-  
tor of Customs, San Francisco.  
For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 50A, Queen's Road Central,  
O. D. HARMAN,  
Agent.  
Hongkong, September 11, 1889. 1703

MAILS.  
CANADIAN PACIFIC STEAMSHIP  
COMPANY.  
TAKING CARGO AND PASSENGERS  
TO JAPAN, CANADA, THE  
UNITED STATES, AND EUROPE,  
VIA  
THE CANADIAN PACIFIC RAILWAY  
AND OTHER CONNECTING  
RAILWAY LINES & STEAMERS.

THE British Steamship PORT  
ADRIATIC, 2,554 Tons Register,  
Hose, Commodore, will be despatched for  
VANCOUVER, B.C., via ROBE and  
YOKOHAMA, on THURSDAY, the 26th  
September, at Noon.  
To be followed by the S.S. FANTHIA,  
on 10th October, and S.S. PORT FAIRY,  
on the 24th October.  
Connection will be made at Yokohama  
with Steamers from Shanghai and Japan  
Ports, and at Vancouver with Pacific Coast  
Ports, by the regular Steamers of the  
CANADIAN PACIFIC STEAMSHIP COMPANY  
and other Steamers.  
Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-  
Atlantic lines of Steamers.  
First-class Fare granted as follows:—  
To Vancouver and Victoria, (Max.) \$210.00  
To all common points in Can-  
ada and the United States, 275.00  
To Liverpool, 320.00  
To London, 325.00  
To other European ports at proportionate  
rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service,  
and the Imperial Chinese and Japanese  
Customs, to be obtained on application.  
Consular Invoices to accompany Cargo  
intended to points in the United States,  
should be sent to the Company's Office,  
addressed to Mr. D. E. BROWN, District  
Freight Agent, Vancouver, B.C.  
Freight will be received on board until  
4 p.m. on the 26th September.  
All Parcels must be sent to our Office  
and should be marked to address in full;  
and the same will be received by us until  
5 p.m. the day previous to sailing.  
For information as to Passage or Freight,  
apply to  
ADAMSON, BELL & Co.,  
Agents.  
Hongkong, September 12, 1889. 1779

NOTICE.  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY,  
MADRAS, CALCUTTA, ADEN, SUZ,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, AND PORTS  
OF BRAZIL AND LA PLATA.

ON THURSDAY, the 26th September,  
1889, at Noon, the Company's  
S.S. RAOUADDY, Commandant PAZ,  
with MAILS, PASSENGERS, FREIGHT,  
and CARGO, will leave this Port for the  
above places.  
Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of destination.  
Shipping Orders will be granted till  
Noon.  
Cargo will be received on board until 4  
a.m. Specie and Parcels until 3 p.m. on  
the 26th September, 1889. (Parcels are not  
to be sent on board; they must be left  
at the Agent's Office). Contents and  
Value of Packages are required.  
For further particulars, apply to the  
Company's Office.  
G. D. HAMPEAUX,  
Agent.  
Hongkong, September 13, 1889. 1787

INTIMATIONS.  
DENTISTRY.  
FIRST CLASS WORKMANSHIP.  
MODERATE FEES.  
MR. WONG TAI-PONG,  
Surgeon-Dentist,  
FORMERLY APPOINTED APERTHROP AND LAR-  
KETT APERTHROP & LARKEYS.  
At the urgent request of his European  
and American patients and friends,  
has TAKEN THE OFFICE formerly oc-  
cupied by Dr. ROGERS,  
No. 2, DUDDELL STREET.  
CONSULTATION FREE.  
Discount to missionaries and families.  
Sole Address  
2, DUDDELL STREET,  
(Next to the New Oriental Bank).  
Hongkong, January 12, 1885. 68

COLLEGE OF MEDICINE FOR  
CHINESE.  
RESIDENTS in the Colony would  
be materially aided by the SENATE of the  
COLLEGE by forwarding to the ALUMNI  
MEMORIAL HOSPITAL.  
(1) Glass Jars for museum purposes.  
(2) Illustrated Papers and Books for the  
Students' Reading Room and Library.  
Address to  
JAMES CANTLIE,  
Hon. Sec. to the College.  
Hongkong, August 7, 1888. 1817

NOW READY.  
VOLUNTEERS AND THE DEFENCE  
OF HONGKONG.  
A SKETCH.  
PRICE: FIFTY CENTS.  
To be had at Messrs. LANE, OLDFIELD  
& Co., Messrs. KELLY & WALSH, and  
Messrs. W. BAKER & Co.  
August 14, 1889. 1882

SAILOES HOME.  
ANY Out-of-Order, Books, or  
PAYERS will be thankfully received  
at the Sailors' Home, West Point.  
Hongkong, July 25, 1887.  
Printed and published by GEO. MURRAY  
BAIR, at the China Mail Office, No. 2,  
Wyndham Street, Hongkong.

# SHARE LIST.—QUOTATIONS. Hongkong, Saturday Noon, 14th September, 1889.

STOCKS.	When Established.	Capital.	No. of Shares.	Par Value of Share.	Amount Paid-up per share.	POSITION FOR LAST REPORT.			DIVIDEND.		CASH QUOTATIONS.		
						Reserve Fund.	At credit of working a/c, or Nat. Bro's Fund.		Amount.	When paid.	Closing.	DURING CURRENT WEEK. Highest. Lowest.	
<b>Banks.</b>													
Hongkong & Shanghai Bank- ing Corporation	1865	7,500,000	80,000	\$ 125	all	\$ 4,400,000	\$ 70,307.32	130 for 1 year to 20/8/89 80 p. cent. 30/8/89 to 30/8/90	Aug. 26, 89	174 1/2 prem., buyers	179 1/2 prem. 175 1/2 prem.		
<b>Marine Insurance.</b>													
Union Insurance Society of Canton, Limited	1867	2,600,000	10,000	250	25	\$ 696,600	\$ 386,891.82 estimated to 30 June 89	20 p. cent. 30/8/89 to 30/8/90 10 p. cent. 30/8/90 to 30/8/91	Oct. 11, 89	\$102 1/2 sellers	—	—	
China Traders Insurance Co., Ltd.	1863	2,000,000	24,000	83.33	20	\$ 850,000	\$ 231,343.91 estimated to 30 June 89	10 p. cent. 30/8/89 to 30/8/90 10 p. cent. 30/8/90 to 30/8/91	Sept. 10, 89	\$73 ex div.	\$75	\$73	
North China Insurance Co., Ltd.	1863	1,000,000	5,000	200	50	\$ 320,000	\$ 578,921.70 estimated to 30 June 89	10 p. cent. 30/8/89 to 30/8/90 10 p. cent. 30/8/90 to 30/8/91	April 27, 89	\$113.33; 333; 1/2 sellers	—	—	
Yangtze Insur. Association, Ltd.	1882	200,000	8,000	25	all	\$ 75,914.31	\$ 3,089.65 estimated to 30 June 89	10 p. cent. 30/8/89 to 30/8/90 10 p. cent. 30/8/90 to 30/8/91	Jan. 18, 89	\$1.50, sellers	—	—	
Chinese Insurance Co., Ltd., (in liquidation)	1871	1,500,000	1,500	1,000	200	\$ 28,711.60	\$ 15,285.84 estimated to 30 June 89	10 p. cent. 30/8/89 to 30/8/90 10 p. cent. 30/8/90 to 30/8/91	April 3, 89	\$150, nom.	—	—	
Canton Insurance Office, Ltd.	1881	2,500,000	10,000	250	50	\$ 304,000	\$ 30,387.88 estimated to 30 June 89	10 p. cent. 30/8/89 to 30/8/90 10 p. cent. 30/8/90 to 30/8/91	Jan. 2, 89	\$135.33, sellers	—	—	
Straits Insurance Co., Ltd.	1866	3,000,000	30,000	100	20	\$ 115,000	\$ 113,000 to 31 Dec. 1888	10 p. cent. 30/8/89 to 30/8/90 10 p. cent. 30/8/90 to 30/8/91	April 1, 89	\$23, nom.	—	—	
<b>Fire Insurance.</b>													
Hongkong Fire Insur. Co., Ltd.	1808	2,000,000	8,000	250	50	\$ 1,031,486	\$ 326,767.88 estimated to 30 June 89	10 p. cent. 30/8/89 to 30/8/90 10 p. cent. 30/8/90 to 30/8/91	Feb. 26, 89	\$281, sellers	\$386	\$381	
China Fire Insurance Co., Ltd.	1870	2,000,000	20,000	100	20	\$ 650,000	\$ 223,443.29 estimated to 30 June 89	10 p. cent. 30/8/89 to 30/8/90 10 p. cent. 30/8/90 to 30/8/91	Feb. 25, 89	\$24, sales and buyers	\$35	\$33	
Straits Fire Insurance Co., Ltd.	1866	2,000,000	20,000	100	20	\$ 13,000	\$ 54,215.20 estimated to 30 June 89	10 p. cent. 30/8/89 to 30/8/90 10 p. cent. 30/8/90 to 30/8/91	Mar. 2, 89	\$18, nom.	—	—	
<b>Fire and Marine Insurance.</b>													
Singapore Insurance Co., Ltd.	1884	4,000,000	40,000	100	20	\$ 11,675.91	\$ 230,125.00 to 31/12/88	10 p. cent. 30/8/89 to 30/8/90 10 p. cent. 30/8/90 to 30/8/91	April 27, 89	\$164, buyers	—	—	
<b>Docks.</b>													
H'kong & Whampoa Dock Co., Ltd.	1866	1,562,500	12,500	125	all	none	\$ 101,006.71 to 31/12/88	10 p. cent. 30/8/89 to 30/8/90 10 p. cent. 30/8/90 to 30/8/91	Aug. 27, 89	66 1/2 prem., sales	69 1/2 prem. 66 1/2 prem.		
<b>Steam Boats.</b>													
(*) Hongkong, Canton & Macao Steam-boat Co., Limited	1865	1,000,000	80,000	20	all	—	—	—	Aug. 6, 89	\$42, ex div.	\$43	\$41	
Iodo-China Steam Navigation Co., Limited	1882	1,200,000	60,000	10	all	—	—	—	June, 89	20 1/2 dis., sales and buyers	16 1/2 dis.	20 1/2 dis.	
Douglas Steamship Co., Ltd.	1883	1,000,000	20,000	50	all	\$ 211,060.19	\$ 3,110.37 estimated to 30 June 89	10 p. cent. 30/8/89 to 30/8/90 10 p. cent. 30/8/90 to 30/8/91	Sept. 24, 89	\$175, sellers	—	—	
China & Malacca S. S. Co., Ltd.	1882	175,000	3,500	50	all	—	—	—	Mar. 28, 89	\$135, nom.	—	—	
Sham Lanchow Company, Ltd.	1883	100,000	2,000	50	30	—	—	—	July 30, 89	89 nominal	—	—	
<b>Refineries.</b>													
China Sugar Refining Co., Ltd.	1878	1,500,000	15,000	10	all	none	\$ 12,100.07	10 1/2 int. div. for 6m. end. 3/6/89	Aug. 26, 89	\$44, buyers	257	\$238	
Luzon Sugar Refining Co., Ltd.	1882	700,000	7,000	10	all	none	Dr. \$ 13,466.46	—	—	\$50, sellers	\$95	\$80	
<b>Wharves.</b>													
Hongkong & Kowloon Wharf & Godown Co., Limited	1866	1,700,000	17,000	100	all	none	\$ 2,755.26	2 1/2 int. div. for 6m. end. 30/6/89	July 27, 89	\$158, sales and buyers	\$168	\$158	
<b>Land.</b>													
Hongkong Land Investment & Agency Company, Ltd.	1889	5,000,000	50,000	100	50	\$ 1,250,000	—	First year	—	\$125, buyers	\$131	\$124	
Kowloon Land and Building Company, Ltd.	1889	800,000	8,000	100	30	—	—	—	—	\$21, nom.	—	—	
<b>Tramways.</b>													
Hongkong High-Level Tram- ways Company, Limited	1887	120,000	1,200	100	100	—	—	—	—	—	—	—	
<b>Mining.</b>													
Jelebu Mining & Trading Co., Ltd.	1889	225,000	45,000	5	—	—	—	—	—	—	—	—	
Salama Tin Mining Company, Limited	1889	\$ 515,000	11,500	\$ 5	2	—	—	—	—	\$5, sellers	—	—	
Panjon & Sanghie Das Sa- mantas Mining Co., Ltd.	1889	\$ 125,000	25,000	\$ 5	5	—	—	—	—	\$4, sellers	—	—	
Société Francaise des Char- bonnages du Boulton	1888	For. 4,000,000	8,000	For. 500	—	—	—	—	—	\$164, buyers	\$20	\$16	
<b>Planting, &amp;c.</b>													
East Borneo Planting Co., Ltd.	1888	200,000	4,000	50	40	—	—	First year	—	\$60, nom.	—	—	
(*) Songai Koyah Planting Co., Ltd.	1888	250,000	5,000	50	40	—	—	First year	—	\$60, nom.	—	—	
China-Borneo Company, Limited	1888	750,000	7,500	100	60	—	—	First year	—	\$60, nom.	—	—	
(*) Labuk Planting Co., Limited	1888	250,000	5,000	50	10	—	—	First year	—	\$16, nom.	—	—	
(*) Darvel Bay Trading Co., Ltd.	1888	100,000	4,000	25	8	—	—	First year	—	\$10, nom.	—	—	
(*) H. G. Brown & Co., Limited	1889	300,000	6,000	50	25	—	—	First year	—	\$65, buyers	—	—	
(*) The Lusaing Planting Co., Ltd.	1889	300,000	6,000	50	25	—	—	First year	—	\$40, sellers	—	—	
<b>Hotels, Building, &amp;c.</b>													
Hongkong Hotel Co., Limited	1866	300,000	3,000	100	all	none	\$ 3,858.46	1/4 for 6m. end- ing 30/6/89	Aug. 30, 89	\$220, nom.	—	—	
Austin Arms Hotel & Building Company, Limited	1888	200,000	4,000	50	25	—	—	First year	—	3/4 dis., nom.	—	—	
Borneo Hotel & Stores Co., Ltd.	1888	50,000	1,000	50	30	—	—	First year	—	\$32, nom.	—	—	
Peak Hotel & Trading Co., Ltd.	1888	200,000	4,000	50	15	—	—	First year	—	\$23, buyers	—	—	
West Point Building Co., Ltd.	1889	825,000	12,500	50	40	—	—	First year	—	\$50, sellers	—	—	
<b>Dispensaries.</b>													
(*) A. S. Watson & Co., Limited	1886	600,000	6,000	10	all	\$140,000	\$ 1,081.63	\$45 per share for 1888 on old capital of \$80,000	May 18, 89	\$21, buyers	\$21	\$20	
Crutchbank & Co., Limited	1888	\$ 800,000	1,600	50	all	—	—	10 p. cent. 30/8/89 to 30/8/90 10 p. cent. 30/8/90 to 30/8/91	Oct. 6, 89	89, nom.	—	—	
<b>Lighting.</b>													
Hongkong & China Cold Water Gas Co., Limited (new)	1864	50,000	5,100	10	all	\$ 10,843.72	\$ 1,711.19.12	10 p. cent. 30/8/89 to 30/8/90 10 p. cent. 30/8/90 to 30/8/91	Apr. 17, 89	\$150, nom.	—	—	
Hongkong Electric Co., Limited	1889	300,000	30,000	10	2	—	—	First year	—	\$64, for \$2 paid up, sellers	—	—	
<b>Brick and Cement.</b>													
Hongkong Brick and Cement Company, Limited	1886	100,000	4,000	25	17.50	—	—	First year	—	\$16, sellers	—	—	
Green Island Cement Company Limited	1889	1,000,000	10,000	60	50	—	—	First year	—	\$24 for \$5 paid up, sellers	—	—	
<b>Miscellaneous.</b>													
Hongkong Ice Co., Limited	1881	125,000	6,000	25	all	\$ 46,000	\$ 688.56	70 pr. ct. for 1888 and 7 pr. ct. int. for 6m. ending 30/6/89	Aug. 2, 89	\$100, sales and buyers	\$111	\$109	
H'kong & China Iceery Co., Ltd.	1872	30,000	600	50	all	none	\$ 184.15	\$45 p. sh. for year end- ing 31/12/88	Feb. 26, 89	\$85, nom.	—	—	
H.K. Rope Manufacturing Co., Ltd.	1883	150,000	3,000	50	all	\$ 12,000	\$ 6,713.79	14 p. cent. 30/8/89 to 30/8/90 14 p. cent. 30/8/90 to 30/8/91	Mar. 27, 89	\$164, nominal	—	—	
Dairy Farm Co., Limited	1886	30,000	3,000	10	all	none	Dr. \$ 9,902.34	—	—	\$14, sellers	—	—	
Campbell, Moore & Co., Limited	1886	12,000	1,200	10	all	none	Dr. \$ 390.23	—	—	\$20, nom.	—	—	
Co. Fenwick & Co., Limited	1890	150,000	6,000	25	25	—	—	Int. div. 5%	July 18, 89	\$20, nom.	—	—	
A. G. Gordon & Co., Limited	1889	150,000	6,000	25	20	—	—	Int. div. of \$1 p. sh. for 6m.	—	\$20, nom.	—	—	
Marinburg Furniture Co., Ltd.	1889	75,000	3,000	25	20	—	—	—	—	\$20, nom.	—	—	